

STATEMENT

OF THE

**CONDITION, PROSPECTIVE BUSINESS AND VALUE**

OF THE

**EATON AND HAMILTON**

**RAIL-ROAD.**

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New-York:

VAN NORDEN & AMERMAN, PRINTERS,  
No. 60 WILLIAM-STREET.

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## THEATRE

openings will become more numerous and the stage more  
like a hall and less like a theatre. The present system of proscenium  
and boxes will give way to a system of galleries surrounding  
the hall and open at the top, so that the audience will be  
surrounded by and get into touch with all parts of the scene.  
The orchestra pit will be removed and the stage floor  
levelled, so that the audience will be able to see every part  
of the stage without difficulty.

The new hall will be built on the site of the old one, which  
will be pulled down, excepting the main entrance, which  
will remain as it is. The new hall will be 100 feet long and 60 feet  
wide, and will have a capacity of 1,000 people. It will be  
surrounded by galleries, and the stage floor will be levelled  
so that the audience will be able to see every part of the stage  
without difficulty. The new hall will be built from a plan drawn  
by Mr. J. G. Jackson, and will be completed in time for the  
opening of the new season, which will be on October 1st.

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## STATEMENT.

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THE charter of this company was granted for the construction of a rail-road from Hamilton, Ohio, by way of Eaton, the county seat of Preble county, to the west line of the state of Ohio, where it connects with the Richmond and Miami Rail-Road, running from the state line west, to Richmond, in Wayne county, Indiana, with which it will be united as one road ; and in this statement it is so considered.

The Richmond and Miami Rail-Road Company was organized for the purpose of constructing the six miles from the state line to Richmond ; and when it is completed, it will be consolidated with the Eaton and Hamilton Road, which will, in fact, extend from Hamilton to Richmond, 44 miles ; and including the 25 miles of the Cincinnati, Hamilton and Dayton Road, will make the distance from Cincinnati to Richmond, 69 miles.

At Richmond, the Eaton and Hamilton Road will unite with the Newcastle and Richmond Rail-Road, extending to Logansport.

From Richmond to Newcastle is 27 miles, and from Newcastle to Logansport, by way of Anderson and Kokomo, is 80 miles ; making the distance from Cincinnati to Logansport, by a continuous rail-road of the same gauge, 176 miles. From Logansport to Chicago, by the line of road which will probably be adopted, it is about 113 miles, making the whole distance from Cincinnati to Chicago, 289 miles.

The Eaton and Hamilton Road will also be connected at Richmond with the Indiana Central Railway, from Richmond to Indianapolis, Terre Haute and St. Louis. This road, which will be completed at an early day, will pour upon the Eaton and Hamilton Road a very large amount of travel and freight.

A temporary arrangement has been made with the Cincinnati, Hamilton and Dayton Rail-Road Company to provide the necessary locomotives and cars, and run the Eaton and Hamilton Road when it is finished, so that regular daily trains will immediately run between Cincinnati and Richmond. This arrangement will be mutually advantageous to both Companies.

**COST OF THE ROAD FROM HAMILTON TO RICHMOND.**

Grading, masonry and ballasting from the junction with the Cincinnati, Hamilton and Dayton Road, 2 miles north of Hamilton, to Richmond, 42 miles, . . . . .	\$291,348 98
Bridging on road from Hamilton to Richmond, . . . . .	39,081 50
Cross-ties for 45 miles, including 3 miles side tracks, . . . . .	31,456 87
Chairs and spikes, distributing materials and laying track, 45 miles, including side tracks, at \$1,000 per mile, . . . . .	45,000 00
Right of way, water stations, depot grounds and buildings, . . . . .	27,000 00
Iron rails for 45 miles, delivered, . . . . .	231,816 00
Incidental expenses, and interest on bonds, up to July, 1852, . . . . .	47,400 00
Whole cost of the 42 miles, including water stations, depots and side tracks, making 44 miles, from Hamilton to Richmond, in complete running order, . . . . .	\$713,103 35

## RESOURCES OF THE COMPANY.

Stock subscribed by individuals, . . . .	\$249,132 00
Bonds of the city of Cincinnati, loaned to the company at 6 per cent. for 27 years, . . . .	150,000 00
Seven per cent. bonds of the company, payable in 20 years, <i>without mortgage</i> , paid for iron for whole road to Rich- mond, 45 miles, including side tracks, . . . .	156,816 00
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Amount of resources, . . . . .	\$555,948 00
Deduct discount on bonds, . . . . .	23,181 00
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Net amount of resources, . . . . .	\$532,767 00
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Balance required to finish the road from Hamilton to Richmond, 44 miles, to be raised by sale of bonds, . . . . .	\$180,336 35
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*Work done up to 1st March, 1852, and iron and materials  
provided.*

Grading, masonry and ballasting, on road from Hamilton to Richmond, as per estimates of Engineer, . . . . .	\$225,869 87
Bridges completed and materials deliver- ed on the road, . . . . .	24,110 50
Cross-ties delivered, 50,500, . . . . .	16,365 00
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Amount of work done, . . . . .	\$266,345 37
Add cost of iron purchased, to be deliver- ed at Cincinnati for road to Richmond, 45 miles, including side tracks, &c., . . . .	231,816 00
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Amount of work done and of iron and ma- terials provided for the road, . . . . .	\$498,161 37
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*Work remaining to be done to complete the Road to Richmond.*

Grading and ballasting, to complete the road from Hamilton to Eaton, . . .	\$10,724 00
Bridges, materials and construction, from Hamilton to Eaton, . . . . .	14,971 00
Cross-ties, water stations and depots, . .	14,359 00
Chairs and spikes, distributing materials and laying track, 45 miles, including side tracks, at \$1,000 per mile, . . .	45,000 00
Grading, masonry and ballasting, from Eaton to Richmond, including contingencies,—17 miles, . . . . .	93,189 11
Amount of work to be done, and materials required, to complete the road from Hamilton to Richmond, with depots, side tracks, &c.,—44 miles, . . . .	<u>\$178,243 11</u>

The road from Hamilton to Richmond will, without doubt, be one of the greatest thoroughfares in the West. Not only will its connection with Cincinnati and St. Louis, and the upper Wabash and Chicago, secure to it a very large and profitable through business, but every mile on each side of the road will furnish a portion of its profits.

The value of the taxable property of the three counties of Hamilton, Butler and Preble, in Ohio, which will be tributary to this road, amounted, in 1851, to \$71,352,959. The average cash value of the land in these three counties is not less than \$45 per acre. In the counties of Butler and Preble alone, there were produced, in 1850, more than one million bushels of

wheat, and three millions three hundred thousand bushels of corn.

Hamilton, situated upon the Cincinnati, Hamilton and Dayton Rail-Road, and at the southern end of the Eaton and Hamilton Road, is a flourishing town, containing, with Rossville on the opposite side of the river, a population of six thousand. A hydraulic power has been created at Hamilton, which is not surpassed by any water power in the state.

The Great Miami River has been brought upon the town plat by a large canal four miles in length. The whole water of the river can be used over a fall of thirty feet. Several large paper mills, foundries, cotton mills, machine shops, flouring mills, and other manufacturing establishments, are now in successful operation. The advantages possessed by Hamilton for manufacturing, and its proximity to Cincinnati, must make it the Lowell of the West.

Richmond, in Wayne county, is the largest town in Eastern Indiana, and is improving rapidly. Wayne county contains the largest settlement of Friends in the United States, and is a fertile and highly cultivated county.

At Richmond, and along Seven Mile Creek and White Water, there is a large amount of valuable water power, part only of which has been brought into use. A number of large and valuable flouring mills, and other manufacturing establishments, have been built upon these streams, which will add greatly to the freight and business of the road.

But the most important connecting line is the Newcastle and Richmond Rail-Road, which is in fact but a continuation of the Cincinnati, Hamilton, Eaton and Richmond Road. It runs from Richmond to Newcastle, and from thence, by way of Anderson, in Madison coun-

ty, and Kokomo, in Howard county, to Logansport on the Wabash river. At Logansport it will connect with the Logansport and Lake Michigan Rail-Road, which will be constructed upon the best practicable route from Logansport to Chicago. The distance from Cincinnati to Richmond is 69 miles; from Richmond to Logansport 107 miles; and from Logansport to Chicago 113 miles; making the distance from Cincinnati to Logansport 176 miles, and to Chicago 289 miles.

The whole road from Richmond to Logansport is now under contract, and stock sufficient to ensure the speedy construction of the road has been subscribed. The work is in the hands of responsible, energetic contractors, and will be pushed through early in 1853, under the charge of J. T. Elliott, Esq., president of the company.

A company has been formed, and a portion of the stock subscribed, for the construction of the division from Logansport to Chicago. Williamson Wright, Esq., of Logansport, is president of this company. The location of the road has not been finally settled. By connecting with the New-Albany and Lake Michigan Road, at Monticello, in White county, Logansport can be connected by railway with Chicago, by constructing 27 miles of road. By taking the direct line to Chicago it will require the construction of 37 miles to make the connection, and thus secure a continuous rail-road, upon the shortest practicable route, from Cincinnati to Chicago.

The road from Logansport to Chicago can be built for a sum not exceeding \$12,000 per mile. The stock will be obtained without doubt as soon as the construction of the road from Cincinnati to Logansport is secured beyond all doubt.

A glance at the map of Ohio, Indiana and Illinois, must convince any person acquainted with the commerce

and resources of these states, that the great thoroughfare for travel and freight between Cincinnati and the upper Wabash valley, Northern Indiana and Illinois, and the city of Chicago and Wisconsin, must be over the Eaton and Hamilton Rail-Road.

Let it be remembered, that Chicago is almost as near to Cincinnati as Cleveland, and that this road is not expected to create an entirely new channel for business, but only to improve and extend one that has long existed, and which has contributed materially to the prosperity of Cincinnati.

The importance of the Eaton and Hamilton Road to the city of Cincinnati is shown by the fact, that the city has loaned to the company her credit for \$150,000, for twenty-seven years, at six per cent.

The assertion is confidently made, that as great an amount of freight and number of passengers will be carried over this road, as upon any other road in the West, not exceeding it in length.

The wealth and agricultural products of the counties of Indiana, tributary to the Eaton and Hamilton Road, and which will depend almost entirely upon it for the transportation of their products to market, and for the supply of their dry goods, groceries, &c., will soon be equal to the adjoining counties of Ohio.

The three counties of Wayne, Henry and Madison, which are but samples of the counties through which the road passes, produced in 1849, as appears by the census returns, 1,576,884 bushels of wheat, and 3,341,312 bushels of corn, and 122,000 hogs. The production of these counties has been greatly increased since 1849. It would require 100 freight trains of 30 cars, carrying 40 hogs each, to take pork of these three counties to market.

In addition to the advantages possessed by the Eaton and Hamilton Rail-Road, which have already been

noticed, this road will, in connection with the Indiana Central Railway, be the best route for travel between Cincinnati and St. Louis. The beauty, high state of improvement, wealth, and dense population of the country through which the Indiana Central Rail-Road passes, the important cities and towns on the route, and the straight lines and freedom from sharp curves which are secured by running on the table lands, will make it always a favorite road for travel; while the productions of the country, and the merchandise required for its supply, will pour upon it a great amount of freight. The advantages of the Eaton and Hamilton Rail-Road, with its connecting lines, are such that it can have no successful rival.

It would be useless to make an estimate of the value of this road, or of the amount of property, or number of passengers which would be carried over it. The wealth, population and products of a country, furnish the best evidence of the value of a rail-road, upon which the people and the products of their labor must be carried.

The facts presented are relied upon to show that the Eaton and Hamilton Rail-Road will be one of the most profitable roads in the West. Its local and general advantages, sustained by the unrivalled fertility and growing prosperity of the extensive country for which it will be the great thoroughfare for travel and commerce, will place it in the first class of western rail-roads.

#### SECURITY OFFERED TO THE BONDHOLDERS.

From the preceding statement it appears that the cost of the road, from Hamilton to Richmond, including all expenses and interest up to July next, will be \$713,103 35, being about \$17,000 per mile; and that the means

secured by the Company for the construction of the road, amount to \$532,767, leaving only \$180,336 35, to be provided to complete the road from Hamilton to Richmond.

It is also shown that the work already performed, and materials provided, including the iron rails for the whole road, amount to the sum of \$498,161 37, and that the work remaining to be done amounts to only \$178,243 11.

The contractors are pressing forward the work vigorously. The division from Hamilton to Eaton will be completed and opened for use in June, and the 17 miles from Eaton to Richmond in October, if the necessary funds are obtained.

To finish the road without delay, and to provide the necessary locomotives and cars for running the road, the Company have issued seven per cent. convertible bonds for \$300,000, payable in ten years, and convertible into the stock of the Company within five years, which are secured by a mortgage on the road, with its fixtures, superstructure, depots, tolls, income, profits and franchises.

These bonds, it will be seen, are based upon the \$713,103 35 expended in constructing the road. The economy of the expenditure is shown by the fact, that a very large amount of labor has been performed at low rates, and a first class rail-road constructed at a cost of only \$17,000 per mile.

The whole lies upon the road, including the loan of the city of Cincinnati, which has 27 years to run, at six per cent., and the \$300,000 bonds now issued amount to only \$450,000, leaving a margin of nearly three hundred thousand dollars. When the proceeds of the loan now proposed are expended on the road, the security will in fact be double the amount of the mortgage debts.

'The loan of the \$150,000 by the city of Cincinnati, at

six per cent., not convertible, is better for the company than a subscription of stock, as the road will certainly pay ten per cent. upon the amount of its stock and bonds.

It is proposed to sell only \$100,000 of the bonds at present, leaving the residue to be sold during the year, after the road from Hamilton to Eaton shall be finished and in use, and as the work progresses between Eaton and Richmond.

New-York, March 16th, 1852.

JOHN WOODS, *Pres't,*

*Eaton and Ham. R. R. Co.*

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*Extract from the Act of the General Assembly of the State of Ohio, to amend and consolidate the several acts relating to the Eaton and Hamilton Railroad Company, passed March 7, 1851.*

SECTION 9.—That the better to enable said corporation to accomplish the objects of its creation, the Board of Directors are hereby authorized, on behalf of said Company, to borrow money at a rate of interest not exceeding eight per centum per annum, and to execute bonds or promissory notes therefor; or to issue bonds upon the credit of said Company, under its corporate seal, signed by the President, and countersigned by the Secretary, for such sums, and payable at such times, and with such rate of interest as they may think proper to prescribe, and to sell and negotiate the same in or out of the state; and in either case, to pledge or mortgage the entire property and capital stock of the Company, with its future incomes and revenues, or such part of them as they may think proper for their payment, with the interest contracted for by them.



